

RIG OF THE INDEPENDENCE.

LAWSON YACHT WILL SPREAD 14011 SQUARE FEET OF CANVAS.

Her Mast Will Be 150 Feet From Deck To Truck

The Boom is 108 Feet 5 Inches Long and From the Bowsprit to the End of the Boom is 185 Feet—The Club Topsail Head Will Be More Than 172 Feet Above Deck

The Spars are Hollow and of Wood, but a Set of Steel Ones Are to Be Made—If Hauling with the Columbia the Independence Would Have to Allow a Minute or Two in Thirty Miles—Plans Furnished by Designer B. B. Crownshield.

Through the courtesy of B. B. Crownshield, the designer of the Independence, the Sun is able to give the sail plan of the yacht built for Thomas W. Lawson of Boston which is to meet the Constitution in a series of races to be sailed off Newport during the coming summer.

When the plans of the hull of the yacht were introduced a few weeks ago, and details given of her construction and dimensions, yachtsmen wondered and it was the general opinion that such a powerful vessel would need a tremendous sail spread to drive her to victory.

It was also conceded that the form of her hull would enable her to carry very large sail spread. The plans which have been furnished by Mr. Crownshield and which are reproduced in THE SUN, showing the dimensions of the spars and the areas of the different sails, will give yachtsmen more food for thought.

The rigging of the Independence is to be a cutter, in addition to having designed a very large sail plan, she has adopted many ingenious methods of rigging the Independence and as these wrinkles are made public before the Constitution or Shamrock II's plans have been seen.

Mr. Crownshield, in designing the Independence, showed that he is not a mere calculator, but a designer of a vessel remarkable for its power, ease of motion and gracefulness of lines and in the sail plan he has been just as bold. Some time ago when it was said that the Independence would carry more than 14,000 square feet of canvas many thought that this was an exaggeration.

The Independence has practically a pole mast. It is not, however, similar to that which Watson has designed for the Shamrock II, in one piece, but is built in two sections. The lower mast is 22 inches in diameter and is 115 feet in length.

The topmast is also of wood and by an ingenious arrangement it sets into the top of the mainmast, being nearly in a socket around which is a strengthening piece of steel. This gives the mast the appearance of being in one piece and materially reduces the weight of the top hamper, doing away with the overlap of the topmast on the mainmast when the topmast is set up in the ordinary way and leading wires are all the joints necessary for such a rig.

above the deck. It will extend 22 feet 7 inches above the truck. On the luff this sail will measure 94 feet 6 inches, on the leech 34 feet 11 inches and on the foot 80 feet 6 inches. The area of this sail will be 2,182 square feet. This, with the mainmast, will make the total area of the after triangle 10,981 square feet.

The forward triangle will show a total of 3,867 feet. The fore staysail is 84 feet 6 inches on the luff, 76 feet 4 inches on the leech and 32 feet on the foot, making a total area of 1,922 square feet. The jib is 115 feet 6 inches on the luff, 86 feet 3 inches on the leech and 43 feet 9 inches on the foot, making a total area of 1,587 square feet.

For the running rigging steel wire is to be used. The peak and throat halyards will be 1 1/2 inches in circumference, the topmast halyards five-eighths of an inch in diameter, the foresail halyard 1 1/2 inches in circumference, the jib halyards five-eighths of an inch in diameter and the quarter lifts 2 1/2 and 2 inches in diameter.

The dimensions of the spars and sails are as follows: Mast, deck to truck, 150 feet, main mast, deck to band, 108 feet, topmast, 7 feet; topmast, band to truck, 42 feet, main boom, 108 feet 5 inches, gaff, 65 feet 2 inches, club topsail spars, 58 feet, bowsprit, outboard, 25 feet 9 inches, mainmast, area, 7,067 square feet, topsail, area, 1,200 square feet, club topsail area, 2,182 square feet, fore staysail, area, 1,922 square feet, jib, area, 1,587 square feet, No. 2 jib, area, 681 square feet, No. 3 jib, area, 684 square feet, sail area, 14,011 square feet.

The dimensions of the Columbia's spread was 13,135 square feet and that of the Shamrock 13,482 square feet. These figures show that the Independence will have 1,176 square feet of canvas more than the Columbia. The Shamrock gained considerably by being much shorter than the Columbia in the waterline measurement.

The first two races her waterline length was increased. The first measurement of these two yachts made the Columbia 89 feet on the water and Shamrock 87 feet on the water. For the last race the Columbia's measurement was increased to 88 feet. The racing length of the Independence according to the rules of the New York Yacht Club, the Independence, over a thirty-mile course, which is the distance sailed in the Cup races, would have to allow 1 minute 30 seconds to the Columbia.

All the present rigging of the Independence are of wood. The mast, boom, gaff and topmast are hollow. A set of steel spars are to be made in case the wooden ones do not stand.

The steel spars are to be made of curved steel plates, riveted and braced on the inside with angle iron and brass. The mainmast will have a diameter of 22 inches at the base of the stem head and 24 feet aft of the forward end of the water line. In the Columbia the mast was stepped 28 feet from the forward end of the water line and in the Shamrock it was still further aft. The lower mast of the Independence is 25 feet 9 inches outboard which will make the base of the forward triangle, measuring from the forward side of the mast to the forward point of measurement, 73 1/2 feet.

The Columbia measured 73 1/2 feet and the Shamrock 75 feet. The boom of the Independence which is also of wood and made just as the mast is 20 inches in diameter at its thickest point and tapers slightly towards each end. It is 108 feet 5 inches in length. The Columbia's boom was 109 feet 8 inches and that of the Shamrock about 111 feet. From the forward point of measurement to the after end of the main boom the Independence will measure 185 feet. The length of the Columbia's boom was 182 feet and of the Shamrock 183 1/2 feet. This will show that the Independence gains over the Columbia on the base line of the Independence is 25 feet 9 inches shorter than the base line of the old Shamrock.

practically as fair and easy as those of the old cutter type. The modern rig embodies two points of excellence of the cutter and aloof for it has the low centre of gravity of the one and the high centre of buoyancy of the other. The bottom of the lead of the Independence is 9 feet 6 inches lower than that of the Columbia, and her boom is 8 feet 6 inches greater. Thanks to her great length, her lines are at least as easy, and by carrying the flat floor of the hull well out into the overhangs, Mr. Crownshield has secured the unmistakable advantage that when the yacht is heeled even in a moderate sailing breeze she lengths her water line from 10 to 10 1/2 feet. The cutter, on the other hand, lengthens but little. The comparison is not made on the same degree of inclination, for the reason that the relative tenderness of the cutter would cause her to heel about 30 degrees in a breeze which would incline the Independence by 20 degrees. With her straight stem the cutter, of course, gains nothing when heeled forward and her gain at the given inclination is not more than a couple of feet.

In considering the form of Independence we must bear in mind not only that she possesses all the initial stability of the sloop type due, as we have seen, to great beam and shallow body, but that the height of the centre of buoyancy, when the yacht is heeled, is increased by the great lengthening of the water line and consequent submergence of the full ends of the yacht. Under twenty degrees of heel, the centre of buoyancy of the submerged portion of the hull moves out to leeward until it is 2 1/2 feet from the vertical axis of the boat and only 2 1/2 feet below the normal waterline. Compared with the Columbia she shows in this respect a remarkable gain, and it is probable, moreover, that the centre of gravity of the boat is lower than that of the last cup defender. That this is the case is suggested by the fact that the Independence will spread 1,474 square feet, or 11 per cent, more sail than the Columbia, although the displacement of the latter vessel is greater.

The increased power of the cutter-sloop over the cutter is not, however, to be all attributed to form and disposition of weight; for a corresponding gain has been made both in the material and methods of construction. We may mention the substitution of nickel-steel framing and Tobbin bronze for the mild steel frames and plating of the Columbia, the substitution of steel and aluminum plating for the heavy wood deck, and the use of tough steel, having a strength that runs pretty close to 100 tons to the square inch, for the standing rigging and the substitution of hollow steel and hollow wooden spars for the solid pine sticks which were used on the earlier boat.

It must be confessed that the sail plan of the Independence is an impressive one. We were prepared for an increase over that of the last contestants, but not for such an increase as 108 feet and the topmast is 150 feet above the deck, while the head of the topmast will be 172 feet 7 inches above the same level. What these dimensions are can best be realized when it is stated that these Independence rigging measurements are not for the Brooklyn Bridge, the topmast would be level with the passenger footway of the park of the club topsail would tower twenty feet above the top cord of the transverse spar of the mainmast and the Columbia's gain in sail area has been in the direction of greater height.

The base line from end of bowsprit to end of boom is only 3 1/2 feet greater than that of Columbia and is 4 feet less than that of Shamrock. In height, however, there is a gain of 11 feet over Columbia and not less than 17 1/2 feet over Shamrock. The English yachting journals are crediting Shamrock II with a base line of 156 feet, which is exactly that of Independence, and a mast measurement of 145 feet. It is not stated whether this measurement is over all or whether it is from the deck. The Shamrock's boom is given as 112 feet or 3 1/2 feet longer than that of Independence, but as the measurement is from the forward side of the mast to end of bowsprit of Shamrock it is to be placed several feet further forward and that she will probably show a larger area in her mainsail.

The Independence Fully Raced. Boston, April 10.—The Boston Cup defender King's County Districts to Stand as Agreed Upon by the General Committee. ALBANY, April 10.—Gov. Odell to-night conferred with prominent Republicans with a view of finally determining the lines of the Congress districts as proposed by Senator Raines's reapportionment bill.

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9000-Harlem 9040-38th St. 9010-Cortlandt are the call numbers of the Contract offices of the New York Telephone Company. Calls for these numbers from any Manhattan Station are FREE. Information regarding telephone service and rates obtainable from the NEW YORK TELEPHONE COMPANY, 215 West 125th Street, 111 West 38th Street, 15 De Street.

CUTTER YACHT SENTA ARRIVES.

Left England on Feb. 1 and Had One of the Houghest Trips on Record.

GREENPORT, April 10.—The 63-foot cutter yacht Senta arrived here from England this morning, safe and sound, but in a weather-beaten condition. The Senta is owned by A. Howard Hinkle of the New York Yacht Club. She was purchased by him in England last December. Almost from the very day she started she has met with misfortune. She went aground in the Solent and had to be put back. On Feb. 1 she started out again and began the roughest trip that the crew had ever experienced.

The wind was blowing a cloud of dust up La Salle street, and Dr. Gonsaulus had to hold on to his hat with one hand and keep the dust out of his eyes with the other as he stood in astonishment to hear this simple announcement of the gift of a million dollars. When he had recovered his self-possession he started to thank the millionaire packer the latter had started down the street and was walking away, as if he had a pressing engagement and a limited time in which to meet it.

The news was soon conveyed by Dr. Gonsaulus to the other trustees of Armour Institute of Technology, and within an hour it was known to all who have the good of the Institute at heart.

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Established 1823.

WILSON WHISKEY

That's All!

THE WILSON DISTILLING CO. Baltimore, Md.

\$100,000 FOR ARMOUR INSTITUTE.

J. Ogden Armour Promises a princely Gift From His Mother and Himself.

CHICAGO, April 10.—Doctor, I have been looking over the institute, its needs and growth, and although we feel that father has done nobly, neither I nor my mother are interested in the work, and we have come to the conclusion that we will give \$100,000 to help things along. It was the greeting which J. Ogden Armour gave to Dr. Frank W. Gonsaulus at Adams and La Salle streets this afternoon.

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BOATS FOR SEAWANAKA CUP.

Englishmen Building Three Sharpies of Different Designs.

SPECIAL CABLE DISPATCH TO THE SUN. LONDON, April 10.—The Stevensons of Southampton are building what will probably be England's representative in the race for the Seawanhaka cup. They are constructing two boats, the Grey Friar and the Esperance on very different designs. The latter is awaiting suitable weather to stretch her sails, but the Grey Friar is not ready to leave her shed. The spars of the Esperance are of bamboo while those of the Grey Friar are of hollow Canadian spruce supplied by Spalding of New York.

THEY ARE EXPERT CRAFTSMEN NOW. Graduation Exercises at the New York Trade School—161 Get Certificates. The twentieth annual commencement exercises of the New York Trade School were held in the Assembly hall of the school in First avenue, between sixty-seventh and Sixty-eighth streets, last evening. The hall will comfortably seat 2,000 people, but several hundred persons were standing at the rear of the great room and even in the aisles.

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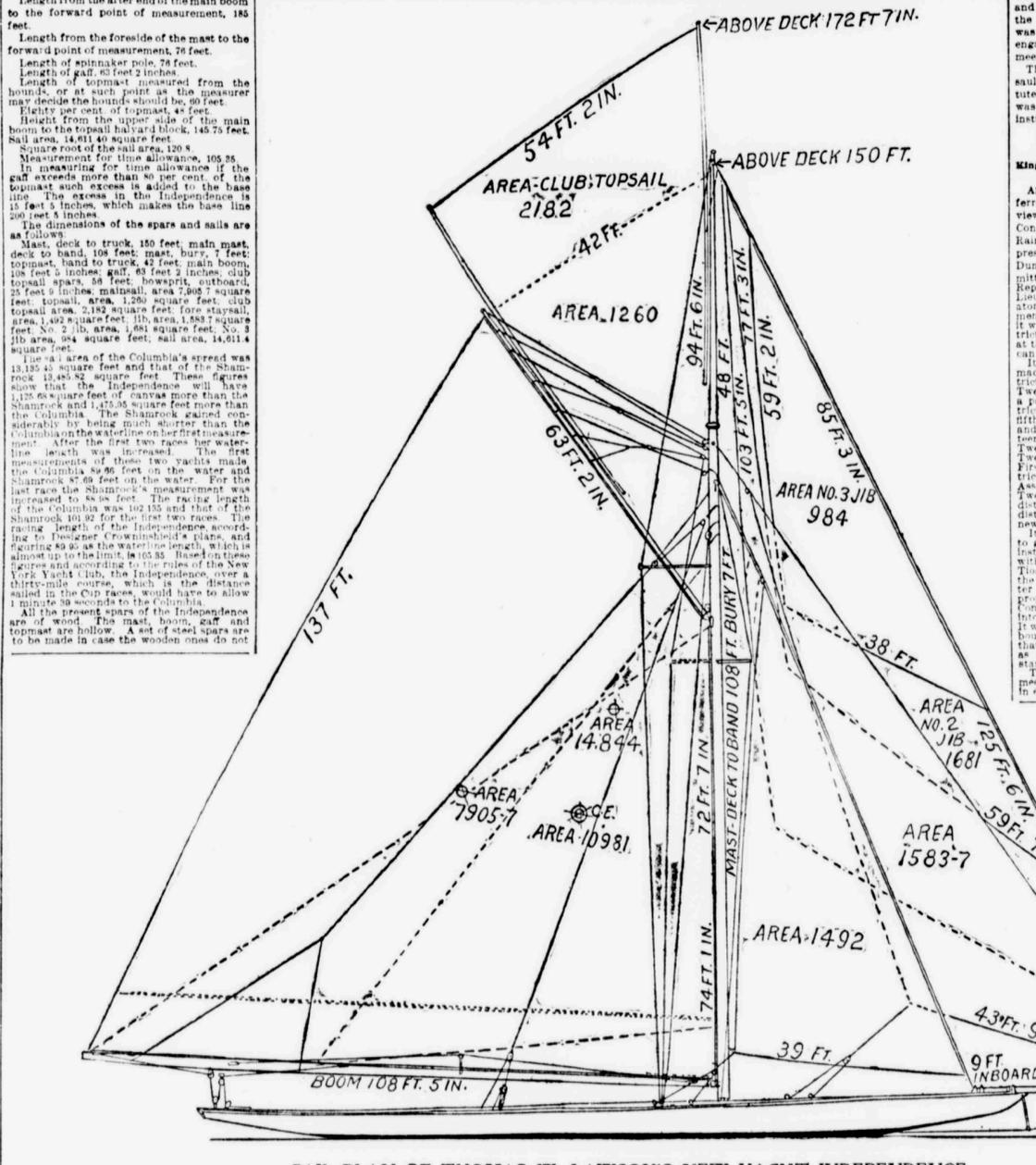
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SAIL PLAN OF THOMAS W. LAWSON'S NEW YACHT INDEPENDENCE.

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The gaff of the Lawson boat is 65 feet 2 inches in length. Columbia's gaff measured 64 feet and Shamrock's 67 feet 8 inches. The Independence's gaff is 65 feet 2 inches on the luff, 42 feet on the leech and 60 feet 2 inches on the foot, giving a total area of 1,200 square feet of canvas.

structure. Although her displacement is less in bulk or cubic capacity Independence is enormously larger than the Columbia. Her deck area alone being two and one-half times as great as that of the latter. Although in the same class by virtue of her waterline length, Independence, without the trouble of making it fit this answer, as it is extended to a heavy waterline and of course a slight overhang at the last moment and a great advantage obtained.

The American yacht designer, comparing the Independence with the Columbia, which raced for the cup fifteen years ago, will find that the Independence is longer by 10 feet, has a beam 10 inches greater, a waterline length 10 feet greater, a deck area 2 1/2 times greater, a hull area 1 1/2 times greater, a waterline length 10 feet greater, a hull area 1 1/2 times greater, a waterline length 10 feet greater, a hull area 1 1/2 times greater.

disparity is present in the spars and hull. Nevertheless, the total weight of the hull, spars, rigging, sails, and fittings together is less than that of the other by 8,000 lbs., or 10 per cent. In structural parts, the Independence is more strongly built than the story of the Independence which has been told in the past. The Independence is a perfectly proper and legitimate craft for the work she is called upon to do.

Independence is now completely shrouted in the work of putting on all the plates was completed yesterday. The holes in the aluminum deck plates and the plates for the steel mast were punched. The big strop in the starboard side is all in place and the center of the world side will be completed by Saturday.

It was learned today that a Gloucester boat will be built especially to contest for the Lawson cup in the Fishermen's race on Labor Day. The managing owner will be Arthur E. Rowe. The boat will be built of an Essex yard from a plan made by Arthur Rowe's son. She will be at least 125 feet over all. The craft will enter the fishing fleet after the race.

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from mast to stern. The starboard shrouds were stepped and the sails come down with a run at the top. Fortunately temporary stays could be set and the mast shrouded. About 200 miles from Montauk point another cable struck her and she was driven to leeward. Before the yacht left England a temporary bulwark of iron planks heavily braced and fastened with iron was built up around the sides to protect the crew and support the life lines. One of the sea-birds through this on the starboard side almost of the men at the helm. Another caught both helm and twisted and bent it in whole length.

The crew had plenty of provisions on board, but a few days ago the fuel gave out and pieces of the planks were sawed off the forward end of the temporary bulwark and used in creating the means for the slightest damage has happened to the yacht's hull. Her rigging has been thoroughly torn to pieces. Her heavy wire stays are broken and tangles fastened in them to steady the mast. The Senta's racing spars are here and a gang of men will be put on board to overhaul her.

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GOLD SEAL Champagne. "Special Dry" "Brut". AMERICA'S BEST. "Gold Seal" has been analyzed and tested by the world's best doctors and most eminent chemists in connection with six of the best French champagne. "Gold Seal" is the analysis of the world's best champagne. It is more healthful than any French wine with a more delicate bouquet and flavor. It is the only champagne that is imported via the Atlantic.